C) Claim Objections: Claim 4 was objected to because of the following informalities: on line 2, "vehicle with" should be --vehicle to--.

D) Claim Rejections - 35 USC §112: Claim 4 was rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Claim 4 was rejected because the examiner stated: "it is unclear whether the pneumatic suspension apparatus and vehicle frame is being claimed or merely the subcombination of the pneumatic suspension apparatus. Claim 4 recites the vehicle frame in a functional statement in the preamble of the claim, indicating the subcombination is being claimed, yet the applicant recites a further structural limitation to the vehicle frame in line 12, indicating the combination is being claimed. For purposes of this Office action, the examiner will assume the subcombination is being claimed."

E) Claim Rejections - 35 USC § 102: Claims 1 and 3 were rejected under 35 U.S.C. 102(b) as anticipated by U.S. Patent 4,198,025 to Lowe et al. (Lowe). The examiner stated regarding claims 1 and 3, "Lowe discloses a pneumatic suspension apparatus comprising: at least one pneumatic bag (15) attachable between a vehicle frame (11) and vehicle seat (10) for dampening vibrations between the frame and seat; a bag pneumatic line (17a) comprising a first end pneumatically connected to the pneumatic bag and a second end pneumatically connected to a regulator (18, 20) which adjusts the pneumatic pressure of the at least one pneumatic bag (15); a reservoir pneumatic line (19a) having a first end pneumatically connected to the pneumatic bag and a second end pneumatically connected to a reservoir (19) which supplies inflation of the at least one pneumatic bag (15); an upper mounting plate (upper horizontal portion of 16) attachable between the vehicle seat (10) and at least one pneumatic bag; and a lower plate (17) attachable between the at least one pneumatic bag and vehicle frame (11)."

F) Claim Rejections - 35 USC § 103: Claims 2 and 5 were rejected under 35 U.S.C. 103(a) as being unpatentable over Lowe. The examiner stated regarding claims 2 and 5, "Lowe discloses the pneumatic suspension apparatus as applied above, and further teaches a compressor pneumatically connected to and pressurizing the reservoir (col. 2, lines 66 ft.). Lowe does not expressly teach a compressor pneumatic line having a first end connected with the compressor and a second end connected with the reservoir. However, it would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the pneumatic suspension apparatus to include a compressor pneumatic line connecting the compressor and reservoir because one would have been motivated to provide a means for pneumatically interconnecting the compressor and the reservoir as is well known in the art."

The examiner further stated "Claims 1-5 are rejected under 35 U.S.C. 103(a) as being unpatentable over U.S. Patent 3,682,431 to Vivian in view of Lowe. Regarding claims 1-5, Vivian discloses a pneumatic suspension apparatus comprising: at least one pneumatic bag (9) attachable between a vehicle frame (4) and vehicle seat (2) for dampening vibrations between the frame and seat; a bag pneumatic line (15) comprising a first end pneumatically connected to the pneumatic bag and a second end pneumatically connected to a regulator (11, 12) which adjusts the pneumatic pressure of the at least one pneumatic bag (9); a compressor (col. 3, lines 10-12) pneumatically connected to the pneumatic bag by a compressor pneumatic line (14) having a first end pneumatically connected to the compressor and a second end pneumatically connected to the pneumatic bag; an upper mounting plate (7) attachable between the vehicle seat (2) and at least one pneumatic bag; a lower plate (3) attachable between the at least one pneumatic bag and vehicle frame (4); wherein the upper mounting plate is attached to the pneumatic bag by a threaded rod (inherently suggested by col. 2, lines 55-60) in the upper portion of the pneumatic bag that inherently extends through an aperture in the upper mounting plate and is secured thereto by a nut (cap screws); and a threaded tube in the lower portion of the pneumatic bag (9) inherently passing through an aperture in the lower mounting plate (see Fig. 5) and including a threaded nut (see Fig. 5) securing the pneumatic bag to the lower plate and pneumatic bag line (15). Vivian does not teach the pneumatic suspension apparatus including a reservoir and reservoir pneumatic line. Lowe discloses the pneumatic suspension apparatus as applied to claims 1, 2, 3, and 5 above. It would have been obvious to one of ordinary skill in the art at the time the invention was made to have modified the pneumatic suspension apparatus of Vivian to include a reservoir and reservoir pneumatic line connected to the pneumatic bag and compressor because one would have been motivated to provide a means for storing the compressed air from the compressor as inherently taught by Lowe."